THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

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AROUND THE LAKES.

CLEVELAND.

The Vienna will go on Smith's dock for some repairs.

A new lighthouse is being built at Harper Springs, Mich.

The fog signal at Horne's Pier will be ready about June 1.

The handsome tug Ethel J. of Fairport paid us a visit this week.

The tug C. E. Bolton is having her boiler covered with a new patent covering, which is highly recommended by those who have used it.

The breakwater built at Quayle's Sons' shipyard was launched yesterday and will be placed in position off Wilson avenue this week.

The tug Worswick, while going out of the river Monday struck a snag and broke two buckets off her wheel. She will go into drydock.

A large fleet of vessels were chartered at Chicago on Friday and Saturday to load grain for Buffalo, and freights have stiffened up a little in consequence.

The steamer St. Paul, of Ward's Line, made her first appearance for the season at this port yesterday. She received extensive improvements during the winter and presents a fine appearance.

The Council has granted permission, to Captain Goodwin to run a ferry between the Government piers and the breakwater. This will be received with satisfaction by many persons, and will be a great convenience.

The Vienna is in the Globe drydock getting a new wheel and her bottom calked. The Ishpeming will go in to-day for a new jibboom and her bottom and keel box calked. The Grace Holland and James Couch will also be repaired in their turn.

Will the bright young marine man of the Cleveland Herald have the kindness to continue his critiscism of our correspondent's description of the steamship Alberta on some future occasion? He ends his last effort so abruptly that we think he must have gone ashore in a dense fog.

The British Lion, ashore on the Canadian side of Lake Huron, is high and dry with her rudder gone. She will have to be jacked up and launched on ways. Her captain feels very grateful to the fishermen who rescued his passengers and crew, almost sacrificing their own lives in the heavy breakers.

The propeller Kasota came in from Erie, Sunday, and will load railroad iron to Duluth. The Kasota left here on her maiden trip May 2d. She went to Milwaukee, unloaded 1,730 tons of coal, and from there to Escanaba, where she will loaded ore for Erie, and from the latter port here; making the round trip in sixteen days.

The Grace Holland, Captain Rattray, aground in the storm on Thursday last on Lake Huron, was pulled off in six hours by the tugs Westcott and American Eagle, without damage, and arrived at this port on Monday evening and discharged her cargo of ore at the N. Y. P. & O. docks. Captain Rattray gives the Sturgeon Point life savers much credit for efficient aid.

Vessel men are asked to keep a lookout for the body of John Reno, lost in the wrecking expedition of the tug Smith for the rescue of the schooner Starlight near Goderich last November. Reno was five feet six inches in hight, weighed 150 pounds, dark complexion, with mustache and had on dark clothing and striped shirt. His widow lives at St. Clair.

Coal rates hold steady and firm at 75c per ton to Chicago and 70c to Milwaukee. The following engagements were made yesterday: Steamer Henry Chisholm and consort Ahira Cobb, coal, Cleveland to Chicago, 75c; schooner David Stewart, coal, Cleveland to Chicago, 75c; schooner Ida Keith, Cleveland to Chicago, 75c; schooners Thomas P. Sheldon and Camden, coal, Cleveland to Milwaukee, 70c; schooner St. Lawrence, railroad iron, Buffalo to McKay's harbor, Nipigon Bay, Lake Superior, $1.50 per ton f. o. b and stowed; schooner Tibbetts, coal. Black river to Walkerville, 35c per ton.

The iron tug International, launched at the Globe Iron Works on the 17th of April the dimensions of which we gave at that time, made her first turn on the lake yesterday, with Mr. G. Hughes, of Toronto, Canada, mechanical engineer of the Grand Trunk railroad, Captain James Byers, and members of the Globe Shipbuilding Company aboard. She ran out in the lake five or six miles, turning toward Rocky river, and back, and reached her dock about five o'clock. The officials of the company for which she was built were much pleased with her actions, she showing good speed, giving evidence of great power and of being quite handy, all of which are essential elements for the work she is destined to do at her station at the International bridge at Buffalo, as the current there is very swift, to assist all vessels to pass the bridge both up and down the river, made necessary by international treaty. Captain James Byers will be her master and she will leave for her port of destination early next week.

Since we have called attention to the fact that various harbors require the immediate attention of the dredging contractors, namely Ashtabula, where a bar has formed inside the piers where vessels stick drawing over fourteen feet three inches, and at Duluth, we will note that vessels have experienced some difficulty in entering Cleveland harbor although the Messrs. Smith are delligently at work reducing the cause. The Alcona touched ground just off the east pier on Tuesday, apparently, at the same spot where the Scotia stuck last Thursday. The steambarge Queen of the West, which came in this port yesterday to drop her tow, the barge Cyclone, laden with ore from Marquette, stuck on the same bar in departing. The tugs Forest City and Mary Virginia worked two hours finally releasing her. The bar has formed about three hundred feet off the end of the east pier, and vessels entering drawing fourteen feet should head directly up the river and pass within one hundred and fifty feet of the end of the breakwater, observing the same precautions in departing. Three dredges will be at work early next week, when there will be no further difficulty at this port.

GRAND HAVEN.

The tug Arctic, with the schooners Transfer and City of Grand Haven, left Grand Haven for Escanaba, where the vessels are to load ore. These two schooners are to alternate with the O. O. D., and City of Grand Rapids, in the ore trade between Escanaba and Fruitport, the Arctic towing them. They take the place of the ill-fated steamship Akeley.

CHICAGO.

Special to the Marine Record

In regard to the loss of the propeller J. S. Seaverns on Lake Superior there will probably be an investigation. She was built on the bottom of the steamer Ward in 1880, the work being done by Elliot at Saugatuck. She had a good rating, but it is claimed that she was overloaded on this fatal trip. The north shore of Lake Superior has never been surveyed, and there are no charts to aid navigators; there are no buoys and there are but four lights. It is insisted that no man not well acquainted on this dangerous coast should be given charge of any craft going there. The value of the Seaverns and her cargo was about $50,000. She had a number of passengers on board. The craft was never inspected here, the owners always getting papers for her in the east shore district, where they resided. The Seaverns was commanded by Captain W. Pritchard, and had a crew of fourteen men.

The centerboard of the steambarge Nipigon was repaired as she lay in the Central slip, foot of Lake street, a difficult job, which required the services of Captain Frank Hill, the diver.

The receipts of salt at the port of Chicago from the opening of navigation up to the 18th were 28,781 barrels. Of this 14,688 barrels were from Oscoda, 12,223 from East Tawas and 1,870 from Manistee.

Deputy Sherman on Saturday took charge of the scow Curiosity for a claim of $15 in favor of Oscar Greenhalgh, and Deputy G. W. Jones captured the schooner H. D. Moore for a claim of $243 in favor of Michael Byrne.

The steamer John Pridgeon, Jr., Friday night, while coming up the river light, on her way to the elevator, had a hole stove in her bow above water by running into a schooner. The damage was slight and easily repaired. She has cleared for Buffalo with grain.

The new steamer built by Miller Brothers for H. H. Shufeldt & Co., the distillers, was launched Tuesday afternoon. She is 110 feet long, 22½ feet beam and 9 feet depth of hold. She has a double engine, 16x22, built by the Vulcan Iron Works, and her boiler is 6 feet 6 inches in diameter by 13 feet long. She is very strongly and well built, and extra strong built forward for ice breaking in the winter. She was ironed forward by Donaldson Brothers, shipsmiths.

Messrs. Dunham & Hoit, agents at this port for the American Ship Windlass Co., Providence, R. I., have recently supplied the Mississippi and Rum River Boom Co., Minneapolis, and the Shell Lake Lumber Co., Shell Lake, Wis., each with a No. A. capstan.

E. C. Davison is preparing a new chart of Chicago river and the outer harbor with all recent changes and amendments, also one for South Chicago harbor, which will shortly be completed and ready for sale.

Larsen Brothers, yacht and boat builders, Elston road, near Division street bridge, are building for Captain J. T. Jacobson a very handsome steam yacht 51 feet long, 10 feet 3 inches beam and 4 feet deep. She will have a 6x8 engine and an upright marine vertical boiler 3 feet in circumference and 6 feet high. He is also building six handsome row boats 14 to 16 feet long. They will be used on Lake Benton, Minnesota, as soon as completed.

The Chicago Drydock Company have had the schooner H. C. Winslow, of Bay City, Captain S. Murdoch, in their drydock to stop a leak. The schooner sprang aleak on her way to this port on Friday last, and the men were kept at the pumps. Her deckload of posts were taken off and she was towed to the drydock. Upon examining her bottom it was discovered that a hole which had been bored in her to let out some water when on the boxes at Bay City, at the close of last season, had not been properly plugged, in fact, which was the cause of the leak. It was a very fortunate circumstance that the vessel was so near port when she sprang aleak, otherwise lives might have been sacrificed.

After all, there seems to be a special providence for the shipping. Grain and iron ore and coal freights are scarce, and rates are low just now, and a new carrying trade opens up. Paving stone is in great demand in Chicago. The islands of the St. Lawrence river are formed of solid granite. it is being got out in large quantities, and the demand here brings it this way. It must be carried by vessel, and vessel owners are once more happy. The schooners Belle Mitchell and American arrived in Chicago yesterday with cargoes of this stone (pronounced the finest for paving purposes,) and a whole fleet of schooners laden with the same are near by and will make the harbor within a day or two. The freight rate paid the vessels is a good one, and the new carrying trade is regarded in marine circles as of great importance.

The steamship H. D. Coffinberry and the barge-schooner Red Wing have been chartered for three years to carry iron ore from Escanaba to the South Branch Rolling Mill in Chicago, and arrived yesterday with their first cargoes. The Coffinberry registers 706 tons and the Red Wing 722 tons. They obtain good freight rates. Both of these craft have heretofore been in the grain trade.

Charters—To Buffalo, propeller Starucca, 24,000 bushels of corn and rye; to Midland, schooner Lady McDonald, corn, 1½c; to Ogdensburg, propeller Saginaw Valley, corn; to Montreal, propeller Armenia, corn.

Lake freights are higher on the basis of 2c for corn and 2¼c for wheat to Buffalo, and 6c for corn and 6½c for wheat through to New York.

At the Vessel Owners' drydock the tug Shields has been in for a new wheel and one of Harry Fox & Co.'s scows for calking all over. The schooner Mary Lyon had her topsides calked, the schooner Nassau had her decks calked and the steamship Oceanica had some repairs to her pilot house.

At Miller Brothers' the schooner H. D. Moore is in drydock for calking, refastening, some new plank, a piece of new keel and a new foremast; the sloop yacht Wasp, to get her bottom calked and cleaned and blackleaded, and a piece of her keel taken off aft. Her mast has been cut down eight feet. The steambarge Ida M. Torrent was in drydock for a new stern bearing and the steambarge Tempest for a new push bearing; the schooner T. Y. Avery to get a leak stopped.

The Soper Lumber Company sold an eleven-thirtieth interest in the steambarge Albert Soper to Captain James Hogan, who is in command of her, and H. E. Perry.

The new steamship W. A. Haskell, of the Chicago and Ogdensburg Line, is considered by the vesselmen here a splendid specimen

(Continued on 4th page.)

MARINE LAW.

A STEAMSHIP HELD LIABLE FOR INSUFFICIENT DELIVERY OF CARGO.

United States Circuit Court, Philadelphia.

In the suit of Wm. Y. Warner, a consignee of goat-skins, against the American steamship Illinois, Judge McKennan on May 5, in the United States Circuit Court at Philadelphia, reversed the decision of the United States District Court, and decided in favor of Warner and awarded him $1529.22.

The libelant, Warner, in June, 1877, received from Liverpool a consignment of 16 bales of Servian goat-skins, which arrived at Philadelphia in the steamship Illinois. Of the 16 bales the consignee only succeeded in getting 5, and he libeled the steamship to recover $1529.22, the value of the 11 bales lost.

Messrs. Ward & Henry, for the steamship: The libelant had ordered no particular kind of skin in Liverpool and did not know what kind his broker there had sent him. The Illinois had three other consignments of skins, to three different parties, aggregating 132 bales All these bales were discharged upon the wharf, except one. The first consignment which left the wharf consisted of 31 bales. After this Warner's agent came to the wharf and said he could find none of his mark. The two other consignees removed their bales and 14 were left upon the wharf. Ot these he afterwards got 4 bales and another one which had been sent to a warewouse in mistake. This made the five bales which he received. The steamship admitted one bale to have been lost, tendered him payment for it, and offered him 10 bales which were left, but he refused them. The fact is that the bales offered to him were his, because all the other consignees testified they received no bales but their own. He did not look at the bales left on the wharf after the other consignee had removed theirs, but concluded they were not his because they were different from the five bales which he had accepted. The liability of the steamship was that of a warehouseman and not as carrier, and is not within the jurisdiction of the court. No negligence has been shown against the respondent as ware houseman. The marks were verv indistinct, obliterated by handling and the rubbing caused by the movement of the ship. If the steamship is to be treated as a carrier in this case, it is not to be charged with the loss happening after the landing of the goods, for the bill of lading provided that the goods were to be taken from alongside immediately the vessel is ready to discharge, and the bill of lading also exempted the ship from liability for loss caused by errors, obliterations or absence of marks.

Messrs. Coulston & Driver, for the merchant: These 16 bales of skins, with other lots, were discharged by the ship and piled up promiscuously on the wharf, without regard to their marks or numbers, and without effort to keep several lots separate, apart and distinct from each other. They were not accessible for inspection by the consignee. The drayman of the different consignees were allowed to come down on the wharf, and without any surpervision of the agents of the ship, were permitted to cart away such as they chose to take. The five bales that Warner did get afterward were distinctly marked with his marks. It was the duty of the ship to separate the different consignments, and they were negligent in delivering Warner's bales to persons other than the owner. The mere landing of the skins upon the wharf was not a delivery to Warner, and this delivery of the libelant's goods to strangers makes the ship responsible for the loss.

Judge McKennan's decision is as follows:

In March, 1877, sixteen bales of dry Servian goat-skins were bought in London for the libelant and were transmitted by his broker to Brown, Shipley & Co. for him. They were marked with the letters W. B. T. and numbers 4015 to 4030 inclusive.

Thus marked and properly packed, they were delivered to the agent of the steamship Illinois at Liverpool under bill of lading, and carried to Philadelphia, where the Illinois landed on the 31st of May, 1877.

They were discharged from the ship on the 1st and 2d days of June, 1877, and on its own wharf, and were then piled up mixed with skins of other shippers, without any separations of the several lots.

The consignees or their draymen were permitted to select from these mixed lots the skins which they claimed to be theirs, without controlling supervision by the agents of the ship; and the libelant on June 2, in examination of the bales of skins then on the wharf, failed to find any which belonged to him. Afterward five bales of his skins were found and accepted by him, but none of the rest were traced, identified and tendered to him. His claim is, therefore, for the price of 11 bales not received, which were shown to be of the value of $1529.22.

The liability of the respondent depends upon whether there was a sufficient delivery of the skins in question to the libelant. It was clearly shown that they were not actually received by him. They were discharged from the vessel on the wharf at which she was moored, and of this the libelant had due notice, because he was at the wharf on the second day on which the vessel was being unloaded to identify and remove his part of the cargo. They were not, however, placed upon the wharf by themselves or separately from other cargo of like character, but were mingled with other lots of goat-skins discharged at the same time and consigned to other persons.

Was there a legal delivery of his skins to the libelant? I think not.

The ship's duty was not fully performed by merely depositing the libelant's goods on the usual wharf; they must there be placed separate and apart from the residue of the cargo, so that they must be open to inspection and conveniently accessible to the owner, and timely notice be given him. Failing to observe either of these conditions will not absolve the ship from liability for the loss of the goods.

The rule is thus concisely and accurately stated in Redmond vs. The Liverpool, New York and Philadelphia Steamship Co., 46, N. Y. 584: "A mere deposit of the goods by the respondents on their own wharf without acceptance by the consignee, not separated and set apart from the residue of the cargo and without a reasonable opportunity and time for their removal, does not discharge the respondents, and they remain at the risk of carriers." In the Eddy, 5 Wall., 495, Mr. Justice Clifford employs substantially the same language in defining the duty of a carrier by water in discharging his cargo not accepted by the consignee.

The libelant's skins were improperly mixed on the wharf, in the process of unloading, with the skins of other consignees, and when on the day after the discharge of the cargo commenced, the libelant applied at the wharf for his skins, those in question could not be found, but had been removed by some one without his sanction. By reason then of this improper intermixture of the cargo there was no sufficient delivery of the libelant's goods, and the ship still remained under its obligation to deliver them to their true owner; and it is not relieved therefrom by their removal and appropriation by a stranger whether by fraud or mistake. (The Thames, 14 Wall, 107.)

"A decree will, therefore, be entered in this Court that the libelant recover from the respondent the sum of $1529.22, with interests from June 2, 1877, and the costs in both courts."

AYER VS. HIGGIE ET AL.

Edward E. Ayer filed a bill in the Circuit Court against William F. Higgie and Robert Meadowcroft to cancel two notes amounting to $14,000 under rather peculiar circumstances. On February 11th last Higgie claimed to be the owner of a schooner then lying loaded with a cargo at a Chicago dock. He requested Ayer to purchase the vessel, representing that it was sound and seaworthy in every respect, and stated that if Ayer should find any rotten wood in the vessel he would make him a present of it. The vessel had been chartered by David Dows & Co. to carry a cargo of grain from Chicago to the City of Buffalo upon the opening of navigation in the spring. In case Ayer bought the vessel he was to have the benefits of transporting the cargo. On representation that the vessel was in sound condition Ayer purchased it for the sum of $19,000. He was to pay $5,000 in cash, $10,000 on the 1st of August, 1884, and the balance of $4,000, by January 1, 1885. The deferred payments of the last two amounts were evidenced by two promissory notes. Prior to the sale Ayer was prevented from inspecting the vessel on account of the grain stored in her. Upon the opening of navigation Ayer delivered to David Dows & Co. a bill of lading of the cargo in accordance with arrangements made by Higgie prior to the sale of the vessel. On May 2d the vessel left the port of Chicago upon her voyage with a competent master and crew. When upon Lake Michigan, by reason of unsoundness, the vessel sprang aleak and was unable to proceed further on her voyage. She partially filled with water and greatly damaged her cargo. The owner was compelled to pay the damage to the consignee, which amounted to $3,800. An expense of $2,000 was incurred in getting the vessel back to the port of Chicago and for repairs. It was discovered that the cap in the center box was decayed and that the plankshear seams and the frames of the starboard bow were rotten. It is charged that on the false representations made by Higgie to Ayer the latter has lost the use and benefit of his vessel for two weeks, and that she was reasonably worth $100 a day during the detention. The difference in the value of the vessel as she was represented by Higgie and her value as delivered to Ayer was at least $10,000. The consideration of the notes have failed, and Ayer claims that he has a valid defense to the notes. Higgie resides in Kansas, but the notes are now in the hands of Meadowcroft for collection. As he claims there is nothing due to Higgie, he asks that the defendants be enjoined from transferring the notes, and that they be delivered up and cancelled. Judge Moran granted an injunction in the matter.

NAUTICAL NOTES.

Williams & Upham are rebuilding one of their dump scows at the slip dock at Duluth.

The steam barge Jim Sheriffs will tow the schooner Sweetheart in the ore trade during the season.

It is said that the old lighthouse on the peninsula at Erie, Pa., will soon be relighted, steps having been taken to that end.

The boiler has been taken out of the old Michigan to be put in the W. H. Pringle. The Michigan will be converted into a towbarge.

The people living near where the schooner Vickery went ashore reaped a rich harvest of oats from that wreck, 12,000 bushels being jettisoned.

The tug men formed a union at Port Colborne on the 12th, to be known as the Welland Canal Tugmen's Association. Captain W. T. Clark is president.

The schooners Rand and Annie Dall collided off Two Rivers Point. The Rand had her boom taken off and the Dall's mainsail had a hole ripped in the center.

It required the use of four tugs to release the Scotia, which was aground off the east pier at this port last Thursday with 1,500 tons of ore and drawing 9½ feet of water.

Thomas Nester, of Detroit, paid $22,000 for the propeller J. E. Potts, 453 tons burden, and $8,000 for the tug M. D. Cardington, 32 tons. Mr. Nester will use them in his lumber trade.

Chicago vessel men are kicking against the canal rates charged by the Canadian government. A 20,000 bushel vessel is taxed about $150 for the privilege of locking through the Welland Canal, and her tow bills will amount to $100 more.

Captain J. J. Hibbard launched his side-wheel steamer, Free Trader, on the 10th inst. She is a fine looking little steamer and has been built expressly for the Duluth and Superior route. She is now receiving her machinery, but the captain does not expect that she will be ready for business much before the middle of June.

A report in circulation to the effect that the new Canadian Pacific Railway steamers Alberta, Algomah and Athabaska, having been built for salt water displacement, would be unable to enter either Owen Sound or Thundr Bay, is falsified by the fact that the Algomah reached Port Arthur Tuesday from Owen Sound with 800 emigrants, 200 first-class passengers and 200 tons of freight.

The Kalkaska, the new steambarge built the past season at Langell's yard in St. Clair, was launched on Tuesday, the 13th. Her machinery is all in position and she will be ready for business in a few days. Under the supervision of Captain Fish her cabins are said to be very handsomely arranged. She goes into the lumber trade between Cleveland and Oscoda.

Superintendent J. M. Childs telegraphs agent Morrison that the steamer connection with the Thousand Island is an established fact. The arrangements are such that the steamer will leave Oswego at 8:15 a. m., reaching Alexandria Bay at 2 p. m. daily. The steamer to be used is the Flower City which is now being rebuilt. The boat has been lengthened fifty feet and has additional cabin accommodations and will be in every respect a first class craft. It will be nearly a month before the steamer will be ready to run.—*Times.*

The steamer Mary, probably the fastest boat on the lakes, with the exception of the yacht Permelia and possibly the City of Cleveland, is now in perfect condition, and making her trips on the river route regularly. She is as a beautiful craft as seen on the water, and exceedingly convenient and comfortable throughout, her close upper cabin being an especially fine feature. She has proved herself so fast that she now leaves Algonac much later in the morning that formerly, and is not timed to leave St. Clair until 8 o'clock, arriving at Port Huron at 9. About June 1st she will begin making excursion trips from Port Huron to St. Clair or perhaps to Marine City, in the forenoon returning in the afternoon. She now leaves Wright & Eldridge's dock at 3 o'clock p. m., and touches at the Port Huron & Northwestern dock.—*Port Huron Times.*

Between 5 and 6 o'clock on 12th inst. the schooner Magdala, with a cargo of 11,800 bushels of barley for Ogdensburg, went aground after going through the Narrows, just above Brockville. She is lying on the same rock on which the ill-fated Lillie Parsons was lost, and near the wreck of the Sam Cook. The accident is due to the same causes by which both the latter vessels were lost, namely, an attempt to pass the Narrows with a light breeze. As soon as a vessel enters she loses the breeze, and falling off to such an extent that her rudder fails to obey the wheel, she drifts into trouble. The Magdala is owned in Quebec and valued at $5,000.

The propeller Calumet, built by the Union Drydock Company, Buffalo, was launched last Thursday. She is one of the largest and finest ever sent out from a Buffalo yard, and will be a credit to the lake marine. The ceremonies of launching were few and simple, but the event was very satisfactory to those who participated. The Calumet was loosed from her shores at five minutes after 3 o'clock and swam beautifully Her proportions are very graceful indeed. She is 272 feet over all; length of keel, 255 feet; beam, 37½ feet, and depth of hold, 20 feet. She is double decked, and has three spars. Her machinery is thought to be as fine as that carried by any boat on the lakes. She has a fore-and-aft compound engine, 25 and 52, with 45-inch stroke, and steam reverse gear. Steam is made in two steel boilers 8½ feet by 16 feet long. Her wheel is 12 feet in diameter. She has a carrying capacity of 2,000 tons, and is the property of James Ash. Her cost is $110,000.

LITERARY NOTICES.

The June number of HARPER'S MAGAZINE brings with it the first breath of summer in two of its descriptive papers. One of these, "Biarritz," by Lucy C. Lillie, is full of the charm and romance of the Basque coast, and is beautifully illustrated by C. S. Reinhart; the other "The North Shore," by John A. Butler, illustrated by Charles Graham, describes the north shore of Lake Superior, and gives a delightful retrospect of the old voyageurs and fur-traders.

"Sheffield," an article by W. H. Rideing, is effectively illustrated, including some very picturesque drawings by Joseph C. Pennell.

Every reader will be grateful to Dr. Wheatley for his admirable, through review of the complex operations of the New York Custom-house. W. M. Dickson contributes an exceedingly interesting reminiscence of Abraham Lincoln's visit to Cincinnati—the occasion of his first meeting with E. M. Stanton. A fine summer picture is Alfred Parson's "Giant Beech," an illustration of one of Mr. William Sharp's "Transcripts from Nature;" and in the seventh part of Mr. Roe's novel, "Nature's Serial Story," Mr. Gibson finds opportunities for some of his very first floral and landscape drawings. Colonel Higginson, in his chapter on John Quincy Adams's administration, gives not only an interesting glimpse of Washington society in that period, but also a comprehensive review of the national progress, of the great western march of the centre of population. This number contains the sixth part of William Black's charming novel, "Judith Shakespeare." There are several short stories and poems contributed by Dinah M. Craik and Louise Chandler Moulton. Mr. George William Curtis, in the Editor's Easy Chair, chats of the new order of clubs, the copyright question—and the so-called fire-proof flats; and pays a high tribute to Mr. Gladstone. Mr. Charles Dudley Warner, in the Editor's Drawer, gives a characteristic view of our annual migration. The other Editorial Departments are well sustained.

The June ATLANTIC brings the end of "A Roman Singer," Mr. Crawford's best story and one of the best serials the Atlantic has ever printed; and two additional chapters of Dr. Weir Mitchell's excellent story, "In War Time." Richard Grant has a second paper on "The Anatomizing of William Shakespeare," in which he pays his pungent respects to a recent critic of the Riverside Shakespeare. Rev. J. G. Wood writes of "The Trail of the Sea-Serpent," showing what it is and where it has been seen. Two political articles of timely interest are "The New Party," by J. Lawrence Laughlin, and a letter from "An Old War Horse to a Young Politican," by William H. McElroy. O. B. Frothingham writes of "Washington as it Should Be;" Dr. Holmes pays a brief but hearty tribute to the late Thomas Gold Appleton, brother-in-law of Mr. Longfellow; D. O. Kellogg discusses "Penury not Pauperism;" Olive Thorne Miller writes of the thrush, "The Bird of Solitude;" the short story, "Wentworth's Crime," is by Frank Parks; an anonymous writer describes "Paris Classical Concerts;" there are poems by Dr. T. W. Parsons and Mrs. Piatt; and reviews of important new books, with a good Contributors' Club, conclude an excellant number. Houghton, Mifflin & Co., Boston.

GENERAL NEWS.

The steamer B. S. Ford, valued at $175,000, was burned at her wharf at Charlestown, Md., recently.

Captain C. C. Duncan has been removed as United States Shipping Commissioner at New York. Mr. James C. Reed has been appointed in his place.

Major D. J. Heap, and Lieutenant J. Milns, of the United States Army, were in Cleveland last week to investigate the electric light system, with a view to placing the same at Hell Gate to illuminate that passage.

Making the Erie canal free of tolls has killed the St. Lawrence route for the present, according to the statement of the Montreal merchants. The only recourse left for them is to follow the example of New York merchants and demand free canals.

This performance of the Oregon, says the American Machinist, in an editorial on her recent remarkable trip from Liverpool to this city, is likely to put other lines on their mettle to do likewise. Several new steamers are building from which high speed is expected, and crossing the ocean in six days may soon become a common feat. This will be done by enormous expenditure of coal, which will not bring proper returns except in the case of high-paid passenger business. This will probably, in a few years, make passenger and freight steamers as separate and distinct, on the Atlantic, as the two kinds of trains now are on the ra lroad.

Seth Green, the veteran pisciculturist, thus prescribes for the increase of the number of shad. The fisheries at Holyoke, on the Connecticut river, he says, should be hired in the interest of artificial propagation. Then there should be two close days in succession in each week, in which not a net should be allowed in the river anywhere. The fish caught for spawn should be caught only in the night, because when shad are ripe they do not travel in the daytime. Then when the fish are caught, only those that are "ripe" should be taken and the rest turned loose, to be caught again at the proper time. In this way he would hatch about 100,000,000 shad a year, and make more shad than have ever been seen. The process of artificial hatching is one for all time, and with fish enough to furnish spawn, there should never be a scarcity of shad.

THE STEAMER FLOWER CITY.

The Clayton correspondent of the Utica Herald of this morning says: "About nine o'clock Saturday nigth Martin Barney signed a contract with the New York, Ontario & Western railway company to finish up the steamer Flower City at once and put her on the route from Oswego to Alexandria Bay, by way of Kingston and Clayton, forming a new line to the Thousand Islands from Philadelphia, New York, and all points east, west and south. Their intention is to run in opposition to the New York Central road, and will sell tickets at a rate that will draw a large share of travel. They will connect with the West shore at Oneida. According to contract the boat is to commence running July 1, leaving Oswego at eight o'clock every morning and returning at nine in the evening. When finished she will be one of the finest boats on the river. She is 166 feet long and 24 feet beam. Her engine is a 34 inch cylinder by seven stroke She is expected to make from 13 to 15 miles an hour. The engine is now being finished, boxed up and will be shipped as soon as the firm gets orders whether to ship it to Oswego or Clayton. The name will be changed from the Flower City to the Ontario.

CUTTING DOWN CONSULS.

The president is requested to withdraw the consuls of the United States from places which are not ports of entry whenever in the judgment of the secretary of the treasury they are no longer required for protection of the revenue.

Sec. 8 abolishes all fees and oaths required by existing laws relating to entry of goods, and it is provided where such fees constitute all or part of the compensation of any officer, the latter shall receive in lieu thereof a fixed salary.

It is provided, that the secretary of the treasury shall grant permission to any firm or corporation to withdraw from bond alcohol or any spirits containing alcohol subject to internal revenue tax in specified quantities of not less than 300 proof gallons, without the payment of the internal revenue tax on the same, or on spirits from which it may have been distilled, for the sole purpose of use in industrial pursuits.

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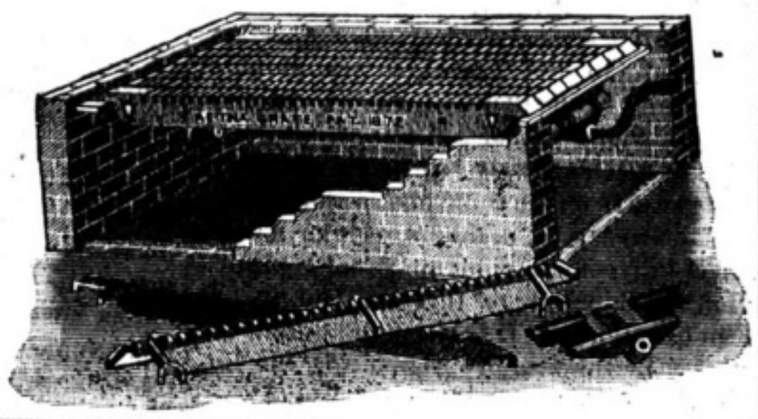

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For Sale or Exchange,
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Length over all 51 3-10 feet, breadth 13 3-10 feet and depth of hold 6 feet; draws 5½ feet of water; measures 9 24-100 (new) tons. and 18 24-100 old. Built in 1880 and rebuilt this spring, new deck frames and cabin, and machinery thoroughly overhauled. Engine is 14x14, boiler 8½ feet long and 4 8-12 in diameter. Warranted in No. 1 condition and subject to inspection, Price, $3,800. Address
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Her length is 135 feet, beam 26 feet, and hold. 10 feet 10 inches. Boiler 17 feet long, 7 feet diameter; three flues, two 16-inch and one 17-inch. Engine 22x42. Carries 240,000 feet of lumber. Speed, 11 miles light, and 9 1-2 loaded. Insurance valuation, $45,300. Address MARINE RECORD Office, No. 2 South Water street, Cleveland, O.

FOR SALE,
A Fine Harbor Tug.
Dimensions of hull 65 feet over all, 16 feet beam, 8 feet hold, and measures 46 tons with 7 feet draft; can be made 6 feet draft. The engine, 18x20, is in first-class condition, with all new brasses, new rings in cylinder and turns a six-foot wheel, which was new last season. The boiler is one year old, is large enough to burn wood or coal and is allowed 100 pounds of steam. Price $4 700, and must be sold inside of thirty days. Address MARINE RECORD OFFICE.

FOR SALE,
Schr. Julia of Kelley's Island.
Her dimensions are 50 feet long, 16 feet beam, 4 feet depth of hold. She is three years old and in good condition. Address JOHN REINHEIMER,
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The Marine Record.

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ABOUT FREE SHIPS.

Throughout the country the newspapers generally are demanding the passage of the Dingley shipping bill, all of them argreeing that as it stands now, shorn of its free ship clause, it is a measure which would bring relief to the shipping interest. There is some chance of its being passed, but it must be confessed, a rather slight one. Several prominent journals, those in the east more especially, advocate the free ship clause. They say that American ship owners want the privilege of purchasing ships in the cheaper market in order to enable them to compete with foreign carriers, and that our ocean trade will never revive until this privilege is extended. The free ship clause stipulates that only ships made of iron and steel and upward of four thousand tons burden may be admitted to American registry free. It is calculated that the limitation as to size and material will protect our coasting trade and guard it from being entered by cheap ships, built by cheap labor abroad and brought into this country free of duty. This limitation is an admission of the necessity of protection in one direction, that of the coasting trade. Why did not its framers provide equally well for the American iron and steel manufacturers? Are they to be deprived of the shipbuilding market for the sale of their products if they can not compete with foreign manufacturers? We should like to understand the methods the free ship advocates have to advance by which our iron interests could escape this dilemma. We do not believe there are any. They are more likely making a direct bolt at this industry under the belief that if it were destroyed by the admission of free ships, it would be but the killing of one class for the benefit of another. If iron and steel went down the carrying trade would go up. But would it revive the carrying trade? We do not believe it would. The question is one which pertains wholly to the lines of transatlantic steamers, which ply chiefly on the established roadways of the ocean, and in which foreigners have the supremacy. Would England, for one, yield this supremacy if Americans should buy their ships of her with which to enter the field of competition? Such an added prosperity would, on the contrary, enable her to drop a peg in the matter of rates and retain the business. She has heretofore given bounties to shipbuilders in order to give them an advantage on the ocean, and thus stimulate her trade, and she could well afford to do it again if all America were added to her purchasers. What recourse would Americans have then? Buy more free ships? Not very likely. By that time we should have learned that buying free ships from England was not the way to successfully compete with her in the carrying trade. We might have also learned that placing a duty on foreign ships and stimulating building in our own country was the only practical proceedure, for we should be right where we are now, unable to compete with her without subsidies. There can be nothing accomplished by buying ships from England and competing with her as a carrier, except a horizontal reduction of ocean rates, wages of seamen, and wages of all near or remotely connected with ship sailing or shipbuilding, and a general loss to all. As long as protection exists in this country in any form we can not throw off this armor and go into a fight barehanded. If this is true in a general sense, how strikingly so is it in this free ship matter, where it is proposed that we buy our arms and ammunition from the enemy.

We see by the Duluth Herald that the Chamber of Commerce at that port is at last arousing itself, and that it is now asking some very pertinent questions in regard to the causes of the lack of uniformity in the depth of water in the harbor, which by actual soundings, made by Captain McDougall, is represented as being ten or twelve feet in some places and twenty-four to twenty-six in others. Major Allen's object in recommending an equal appropriation for Superior to that for Duluth has been questioned. It is our opinion that the $45,000 recently appropriated for the improvement of Duluth harbor should at once be applied to that purpose, and not held as a reserve fund for fear it will be exhausted before another appropriation can be made. In this way it will soon be discovered that the legitimate requirements of Duluth harbor are greater than those of Superior, and the necessary appropriations made to meet them. A suggestion that the eastern ports be asked to use their influence in regard to the matter is a wise one, and we do not hesitate to say would be gladly adopted by public spirited men all along the lakes.

The latest report that the House committee on rivers and harbors is getting anxious about the river and harbor appropriation bill, and will at the first opportunity ask the house to suspend the rules and pass it without debate. Such a course would destroy what little confidence, too little by half, that the public retains concerning this particular appropriation bill. It would not merely be a foolish act but a criminal one. There are new measures provided for in the bill, contrary to the rules of the House, and not only should they be ventilated and their character thoroughly understood by public discussion, but the utmost that can be done in this way should be the rule. On the contrary they are to be hurried through if the committe has its way, under suspension of the rules, which precludes discussion of any kind. This is no way to maintain public confidence.

The body of Captain James A. Smith a victim of the boiler explosion on the tug Peter Smith, was recovered on Sunday about nine miles down the lake, off Euclid, and word was at once sent to Captain C. E. Benham, who directed the undertaker to take charge of it. Captain Smith leaves a wife, and five children in Buffalo. His eldest son is in the city to pay the last respects and accompanied the remains to Riverside cemetery at 3 o'clock on Sunday. The Erie Lodge, No. 27. I. O. O. F. of which Captain Smith was a member, assumed the direction of the funeral services and members of other lodges were in attendance Captain Smith formerly sailed the schooner Cheney Ames, Edward Kelley, consort of the steamer Oscar Townsend, and last year the George Sherman.

Sir John Macdonald has written to the Board of Trade, of Montreal, offering to receive a deputation in Ottawa on the important subject of abolishing the tolls on all the canals in the Dominion. A leading merchant suggested that the better way was for the government to suspend the collection of tolls this year, when the wheat crop is so short, and if there be a great harvest this tall, the tolls could be resumed next year if deemed expedient.

Manistee is doing a booming business in shipping lumber. Eleven steambarges—the George Burnham, M. Marshall, Charles Reitz, Shrigley and Fayette, regularly, and the C. W. Moore, R. Seymour, Mills, Hilton, and J. H. Rumbull occasionally—are engaged in carrying lumber from Manistee to Chicago, beside about twenty sailing vessels.

[*Chicago—Continued from 1st Page.*]

of marine architecture of which the company should be justly proud.

The schooner Tempest was in the Chicago drydock to stop a leak; the tug VanSchaick was lifted at the derrick and had her rudder fixed; the scow Planet was in for calking and a new stern post; the schooner L. G. Simmons got a new jibboom; steamship H. E. Packer got her rudder fixed. T. W.

DETROIT.

Special to the Marine Record.

Detroit, May 20.

In company with Captain Hiram Ives, I paid a visit to the steamer Magnet, at present undergoing a general overhauling for the season's business at the Detroit Drydock Company's yard. The Magnet is built of iron and was gotten up as a first-class passenger boat to ply between Lake Ontario and Montreal. She was built at Niagara in 1847, and although thirty-seven years in service, she presents an excellent state of preservation, is in good shape and destined for many more years of service. Up to last season she was employed on the above route, but as business between Owen Sound and Lake Superior gradually advanced she was transferred, with the steamer Spartan, also an iron boat, to the above route, and has since received a liberal patronage. She registers 505 tons burden, and as regards her general arrangements, they could not very well be improved upon. She has thirty-seven state rooms with three berths in each room, with accommodations for 200 steerage passengers. She is commanded by Captain Peter McNabb; first officer, John Sinclair; second officer, Alex McNabb; chief engineer, Archie McBride; purser, Mr. McMann. Her repairs will be completed on Thursday, when she returns to her route.

On Saturday last the steamer Ivanhoe, Captain Thos. D. Allen, preparatory to running on the Detroit and Mt. Clemens route, took on board a party of invited guests, including the mayor of the city, for a ride to that inland port, leaving at 8:30 a. m. and returning in the early evening. The weather was all that could be wished for and all enjoyed the pleasures of the voyage to the fullest extent. Yesterday she began her regular trips, and will hereafter leave here daily at 8:30 a. m. and return the same day. The Ivanhoe is an iron steamer with excellent accommodations and is well adapted for excursion parties, and a trip to the mineral springs will be taken advantage of by many during the season.

I noted in my last correspondence that the Detroit papers did not give correct dimensions of the steamship Alberta, which called here one week ago last Saturday. The Free Press takes exceptions to the statement and says the length was given as 270 feet. Let the individual who penned that turn to his files and he will find it 170 feet, when really it is 279 feet. His other comments are mere slush, and not worthy of notice.

The propeller Argyle, which stranded and sunk on the north shore of Lake Superior, laden with supplies, has been raised and towed to this port by the tug Admiral Porter and is at the Detroit Drydock for repairs.

The steambarge Morley, stranded at the lower end of the St. Clair Flats canal on Sunday, was released by the tug Champion, of Grummond's line, without damage.

The scow Mariner, laden with telegraph poles, sunk at Monroe Sunday, by running foul of an old wreck.

Northerly winds have been prevalent so far this month with cool mornings.

It is announced that the schooner Benedict is likely to prove a total loss. A proposition for the tug Bob Hackett to go to her relief was declined, owing to the vessel not being insured. The Benedict was 154 tons burden and was built at Mill Point, Lake Ontario, in 1869; valuation about $3,500.

There were no charters during the week worthy of notice.

The scow Sassacus stranded at Fighting Island Sunday night and was released by Captain Mill's tug Oneida.

Captain Hiram Ives, of this city, has invented a new centerboard, which he is having patented. It has been gotten up on entirely new principles, and will eclipse any heretofore in use.

The steambarge City of Duluth, freighted with salt, stranded on the reef off Forty Mile Point, on Lake Huron, and before getting released, threw overboard 1,000 barrels.

Captain Webster, of this city, who is part owner of the schooner Benedict, was advised of her being stranded on Bear's Rump Island, Georgian Bay. She is freighted with coal for Collingwood.

The steambarge Edward Smith has been thoroughly overhauled at the Detroit Drydock and has taken her departure.

The steamer R. J. Gordon has found business at Mackinaw, where she will serve as aid to the steamer Algomah for the time being.

Now that the warm weather has set in the Detroit river is giving up its dead, and every few days bodies are seen floating and are gathered in for the coroner's duties.

The United States revenue steamer Fessenden took anchorage off this city on Saturday, her first appearance this season.

The steamship City of Cleveland, of Captain Bradley's line, called here the other day, en route west. She presents a fine appearance since her conversion from a schooner.

Captain Patterson, the business manager of the steamers Spartan and Magnet, is in the city and will remain here until the latter takes her departure.

Lying at one of our wharves the other day was the barge J. S. Austin, discharging lumber. This craft has something of a history, having made voyages to sea, at that period a barkentine. In 1874, in command of Captain Joe Kimball, she took a cargo of spars from Bay City to Portland, Maine, and in 1876 a cargo of deals from Alpena to Liverpool, sailed by Captain Williams. She was built at Port Ryerse, Ont., in 1863, and eventually became Americanized. She rates 338 tons burden.

The steambarge C. N. Pratt, owned at Windsor, is under seizure at Owen Sound for a claim of $6,000. Captain Williams, of Windsor, is the claimant, who sold the owners of the barge the machinery of the tug Mystic in 1882, purchased for propelling power for the barge, but never used as such. The Pratt is waiting to be bonded, and until then she will remain in *statu quo*. At present she is laden with stone for the Canadian Pacific railway.

Not unfrequently there happens a confusion of terms by the careless reporting of the stranding, going ashore, or loss of a vessel where there are two or more of the same name but of different build, and otherwise differently classified. A day or two since it was announced that the schooner British Lion was ashore at Kettle Point, Lake Huron, and probably a total loss. Now in the proper sense of the term there is no schooner of that name, the craft in question being a scow. There was formerly a bark of that name, afterward converted into a schooner and wrecked on Long Point in 1877.

The steambarge Schoolcraft, built and launched recently from John Craig's shipyard, at Trenton, registers 595 tons.

Sunday is usually a lively day at Detroit, in the way of excursions to and from all points, which are liberally patronized.

During the month of April there were 59 casualties on the lakes as follows: Stranded, 8; collisions, 12; sprung aleak, 7; fire, 4; explosions, 1; disabled, 6; went ashore, 6; heavy weather, 15. The number of deaths, from natural causes and otherwise, 11.

There are lying at this port a few old craft consisting of tugs, vessels and barges, which have served their time and are no longer fit for use. Beside these there are several which have been sunk for a year or more, and are not worth raising for the material they are composed of.

By either an oversight or a typographical error, it was stated the steamer Northerner was freighted with 16,000 barrels of lime, but on the contrary, 1,600 was the actual figure. But these errors will happen in the best regulated families. Beyond this Captain Ward approves of the item.

The schooner H. D. Root, takes wheat from Detroit to Cleveland at 1½c per bushel, which is even better than Chicago rates.

J. W. H.

FRANKFORT.

Special to the Marine Record.

The propeller J. M. Weston, Captain Waters, makes daily trips between Frankfort and Manistee. She is a powerful boat and makes excellant time. She has made the run, thirty miles from pier to pier, without landing in one hour and 50 minutes.

The schooner Evening Star came in port minus her jibboom, and schooner Una with

topmast blown away in the northwest gale on the 15th.

The schooners Lumberman with shingles, and schooner C. Amsden, lumber, for Chicago, are loading here to-day. .

The propeller Lon A. Cummings is making tri-weekly trips to Traverse Bay. C. B.

BUFFALO.

Special to the Marine Record.

Smith & Davis have been appraised of the fact that the Groten, which left here last fall for Duluth has arrived at that port with a cargo of railroad iron. She wintered at Marquette.

The schooner Michigan and Nicholson arrived from Erie a couple of days ago. Business being dull at present, John Pridgeon, Jr., of Detroit, concluded that this would be a good time to have some minor repairs made on them. The Nicholson is to receive a new rail, some stanchions, forecastle deck, etc., and the Michigan a new jibboom, rail, several stanchions, an upper plankshear, etc. The report that the entire upper works of these vessels needed rebuilding is erroneous.

STURGEON BAY.

The steamer Corona finally made her first appearance at this port this season, on Tuesday morning last week, and she is now a permanent fixture on the new route. The boat also calls at Menominee going and coming from Sturgeon Bay, which will make it more convenient still for the traveling public, as it will put the east shore towns of this county in direct communication with Menominee and the west shore.

Captain E. B. Graham has sold his scow Rover to the party who formerly owned the little schooner Fond du Lac. The Rover has been lying on the beach near Egg Harbor for the past few seasons, but will be got up, repaired and put in commission by the new owner.

Hagan & English's new steambarge is rapidly nearing completion, and the owners expect to have her ready for business some time next month.

Captain Leith received orders to fit out the schooner Halstead and proceed to Manitoulin Island, on the north shore of Lake Huron, and load with cedar posts and railroad ties.

The Gregory secured a tow of four vessels last Monday night from Menominee. They were the Delos DeWolf, Minnie Slauson, Adirondack and Herschel, all lumber laden.

This port must have a coal wharf sooner or later, and the enterprising individual who supplies the want will eventually make a good thing out of it.—*Advocate.*

The United States steamer Warrington, Captain Scott, arrived from Detroit with the machinery for two fog whistles, which are to be erected at the lake entrance to the ship canal. Captain Davis, lighthouse engineer, accompanied the Warrington, which also brought material for the construction of the signal station and a force of men to construct the building. The work will occupy from ten weeks to three months. The whistles are ten inches in diameter, and under favorable conditions can be heard at a distance of eight or ten miles. The Warrington left for Escanaba for the purpose of giving Captain Davis an opportunity to visit Peninsula point, where it is proposed to locate a new lighthouse. Before leaving the bay the steamer visited the Sherwood Point lighthouse to repair the clockwork of the revolving lantern, the machinery of which has given Captain Stanley some trouble for several weeks.

The Goodrich steamer began her season's work on the new route from Manitowoc to this port, via the Door, this week. She connects at Manitowoc with the boats running southward, and touches at all the prominent ports on this peninsula, and also at Menominee, going both ways, making a route which is more convenient for the travelers and more interesting to the excursionist than any previous arrangement made by the Goodrich line.

With four passenger and freight steamers running on Green Bay, the Corona, Muskegon, Welcome and the City of Green Bay, there is no lack of transportation facilities, and business will need to be lively if all of these steamers find paying employment.

Indications are that the ship-canal will not make so favorable an exhibit this season as it did last year. Lower freights and lighter shipments cause many vessels to enter and leave Green Bay through the Door to avoid paying the canal tolls and towage bills.

PORT HURON.

The schooner L. L. Lamb lies at the Wolverine drydock, in consequence of a bad accident late Wednesday night the 14th inst. off Recorse Point, on the St. Clair river. The wind having run away, she anchored close to the bank with headlights in position. Captain Buzzard had just retired, when a terrible crash was heard, and the schooner lurched suddenly to one side. The steambarge Rhoda Stewart, bound down the river with several vessels in tow, was passing between the schooner and the channel bank, a distance of about 100 feet. Her last tow, the barge Sonora, had struck the schooner, whose jibboom was carried away and bows crushed in. The night was pitch dark, and it is supposed the steambarge misjudged the distance between the schooner and the bank of the river. The Sonora is thought to be uninjured.

RACINE.

The schooner Julia Larsen, in entering the harbor without a tug, on Monday, struck the dock, and the anchor hanging over the side was crushed through her planks. The life saving crew kept her above water until her cargo of lumber was docked.

ASHTABULA HARBOR.

Special to the Marine Record.

The schooner George Sherman, which was taken into Sand Beach Friday in a disabled condition, arrived in tow of the tug Cushing.

On Saturday afternoon the tug Dragon was successfully launched at this port. The Dragon has been rebuilt and is nearly the same form as heretofore, the only perceptible changes being that she is fourteen inches higher forward and eight inches aft. Her machinery will be reset as soon as possible.

On Saturday a broken raft was discovered off this port and the Red Cloud proceeded to capture what she could of the floating logs. She secured between four and five hundred and safely stored them in this harbor. It is not definitely known to whom they belong or what fleet lost the raft.

AMHERSTBURG.

The Canadian government has notified Captain T. B. Hackett to show a red light on Colchester reef, instead of a white light There will now be no fear of her being taken for a vessel at anchor. The lightship has been stationed seventy-five fathoms to the north of the north edge of the reef. Vessels can shave her close to the north, but should give her a berth of at least half a mile to the south.

The captain of the schooner George Sherman, which was so roughly handled by the gale in Saginaw Bay, and towed into Sand Beach by the tug John Martin, reports that the only thing that saved the schooner in the heavy seas was the use of oil. They first tried kerosene, but it was too light. On trying linseed oil it worked like a charm on the waves, and caused them to break quite gently against the vessel as she drifted in a helpless condition.

KINGSTON.

The steamyacht Lancet has been sold by Dr. J. H. Brownlow, of Ogdensburg, to Col. S. B. Hance, of Cape Vincent for $3,750. The Lancet is the yacht that defeated Mr. Packer's side-wheel yacht Sport in a matched race three years ago.

The Empress of India made her trial trip from Picton to Deseronto on Thursday.

The steam yachts Lizzie and Minnie and tug Lily are hauled out on Captain Davis' drydock for repairs and painting. The yachts are American river boats.

The mail boats will call at their American ports after the 10th of next month.

SARNIA.

Mr. Loughead has offered to sell his ferry lease to the Port Huron company for $6,000 or he will take $1,000 a year. It is understood the company has offered him $400 or $500 a year. Not a bad thing for Loughead when the lease for the 27 years cost him only $200.

PORT ARTHUR.

The propeller J. S. Seaverns, sunk in ten fathoms of water near Port Arthur, together with her cargo, is reported to be a total loss. She first struck a rock near Michipicoton river. Her captain tried to make Grove Cape to strand her, but the vessel went down.

OSWEGO.

The schooner Delaware, which has been lying through the spring below the bridge, has dropped down near the N. T. dock and will fit out for the lake trade.

DULUTH.

Special to the Marine Record.

The Grace Grummond, Captain Ed. Napier's recent purchase for the north shore route, arrived from Chicago Sunday afternoon she is a small sidewheel steamer, 140 feet long a 24 feet beam and registers 195 tons. She was originally built for the revinue service, we believe, or at any rate has the peculiar government cut about her. She is calculated to become popular with excursionists along the north shore.

The propeller Prussia, from St. Catherines; J. T. Rose, Duluth, agent, arrived Sunday and will trade henceforth between Duluth and Michipicotten.

The City of Fremont, has been selected by Leopold & Austrian to take the place of of the lost Manistee on the Lake Superior South Shore Line.

Harry Hurdon, agent for the Northwestern Transportation Co., of Sarnia, will have his office at C. F. Johnson's book store for this season, as formerly.

The season at Duluth is now open and in full blast there are at present in this harbor twelve large American steamers and three schooners, four large Canadian steamers and one schooner, which, with about twelve tugs, give the harbor a very lively appearance. B.

All flour received over the St. Paul and Duluth road and unconsigned will be shipped east via Ward's line.

The water in the bay is fully a foot lower this season than it was last, according to the government gauge near the piers.

Captain Moyles, a Bay City tug man, came as far as Agate Bay on the Stone and from there came to Duluth. The captain talks of bringing one of his tugs up here to do harbor towing.

The long time it takes to unload and load at Washburn has caused an enormous amount of grumbling and cussing among the officers of the line steamers.—*Herald.*

MILWAUKEE.

The steambarge Smith stopped at Milwaukee on her last trip, where she was placed in drydock to receive a new sheriff wheel.

The Thos. H. Smith made the run from Milwaukee to the canal in twelve hours without crowding her. The new sheriff wheel makes a big difference in her speed, and the owners and captain are well pleased with the change. The new propeller cost $225 besides the cost of docking, etc.

The new steamer W. A. Haskell, of the Chicago & Ogdensburg line, made her first appearance at this port Saturday this being her first trip on the lakes. She had a cargo from Ogdensburg, and after a few hours' stop here left for Chicago. The Haskell and her sister boat, the Averill, were but recently completed at Detroit. They are alike in every respect and were built expressly for trade through the Welland canal.
largest boats through the canal. The Averill will arrive here in a few days.

The schooners John B. Merrill, G. C. Trumpff, and Erastus Corning from Cleveland, the schooners B. F. Rrace from Ashtabula, the steambarge William Edwards, with schooners Golden Age and Charles Foster, from Buffalo, are on their way to this port. The Edwards and her tow have 5,500 tons of coal.

The car barge recently purchased by Mann Brothers, of this city, from Detroit parties, has been chartered to carry 600,000 feet of lumber from Tawas City to Michigan City, at $2 per M.

Captain Davis, of the revenue cutter Andy Johnson, yesterday received a letter from the Treasury department, notifying him of the assignment of officers to the Johnson for this season. There are several changes from last year. First Lieut. Slamm, who for several seasons past has been on the Johnson, has not been reappointed in his place, the letter from the department stating that an appointment would be made later. Walter S. Howland will serve again as second lieutenant. A. G. Lowe, a new appointment to the Johnson, is to be the third lieutenant. Chief Engineer Collins remains, with Frank B. Randall as first-assistant engineer. No second assistant engineer has been appointed. The officers will all arrive this week, and the Johnson will, in all probability, leave on her first cruise of the season on Saturday. She goes first to the foot of the lake.

The schooner C. C. Trowbridge was docked at the Milwaukee shipyard on Tuesday.

CAPE VINCENT.

Special to the Marine Record.

A bill has been signed by the governor of this state granting the Ogdensburg and Lake Champlain R. R. O. the right to lease, purchase or build, and operate and run steamboats and other vessels for the transportation of passengers and freight between Ogdensburg its terminus, Morristown, Alexandria Bay, Clayton, Brockville, Kingston, and other ports and places on the St. Lawrence river and upper lakes.

Messrs. Sheley, Hance & Peo, have purchased the steamyacht Lancet of Ogdensburg, for excursions and towing.

At this date in the season the St. Lawrence has never had so much travel of vessels and steamboats before, and it is expected that it will largely increase as the season advances.

Saturday excursions from Kingston on the beautiful little steamer Maud will soon commence. J. H.

ESCANABA.

Special to the Marine Record.

The Goodrich steamer Depere was here Saturday last, Captain Raleigh in command. The captain was uninformed which one of the line steamers will be placed on the Escanaba route.

Ore is going out rapidly. The shipments are larger than ever before for the same number of days after the opening of navigation, and more craft are added to the fleet constantly from the grain fleet. The Morley, of the Wabash (Toledo & Buffalo line) took out a cargo this week as did ships of other lines which were not with the trade last year.

The lighthouse supply ship Dahlia, came in on Saturday to set the buoys and fill the oil cans, and got hard on Sand Point. The Owen pulled her off.

Ore shipments for the season up to and including Wednesday, May 14th 1884: 141,022 tons, of which 56,437 came from the Marquette mines and 84,585 tons from the Menominee mines. E. G.

PENTWATER.

Special to the Marine Record.

The fine new tug built here by Captain C. Heath for the Pentwater Brick and Tile Company, has been completed in first class style and will be commanded by Captain Horace Irons, a son of Captain Irons one of our oldest lake pioneers and who took the first vessel into Chicago river.

NOTICE TO MARINERS.

OFFICE OF LIGHTHOUSE INSPECTOR.
ELEVENTH DISTRICT.
DETROIT, MICH., May 21, 1884.

The lighthouse tender Dahlia, on her last trip, placed a spar buoy, painted in red and black horizontal stripes, on the 18 foot shoal 1¼ miles N. by W. ⅞ W. from Waugoshance lighthouse.

Seventeen and a half feet of water was found on the shoal.

By order of the Lighthouse Board.

F. A. COOK.

Commander U. S. N., inspector eleventh district.

PROPOSALS FOR SUPPLIES.

OFFICE OF SUPT. OF LIFE-SAVING STATIONS,
NINTH DISTRICT,
BUFFALO, N. Y., May 21, 1884.

Sealed proposals will be received at this office until 12 o'clock noon of Tuesday the 10th day of June, 1884, for furnishing supplies to be delivered at Mannsville, Mexico, Oswego, Charlotte, and Buffalo, N. Y., Erie, Pa., Painesville, Cleveland and Sandusky, O., and Louisville, Ky., for the use of the Life Saving Service in the Ninth Life Saving District, or elsewhere, for the fiscal year ending June 30, 1885.

The supplies needed consist of apparatus, ship-chandlery, furniture, paint, hardware, and miscellaneous articles, all of which are enumerated in the specifications attached to the forms of bids, which may be obtained on application at this office.

Proposals to be addressed to the undersigned and indorsed "Proposals for Supplies."

The right is reserved to reject any or all bids, and to waive defects, if deemed for the interest of the Government.

D. P. DOBBINS,
Supt. Ninth Life Saving District.

W. W. LOOMIS,
Erie, Pa.,
SHIP AND BOAT BUILDING,
Fishing Tugs, Wrecking, Repairing and Pier Building with Most Improved Facilities.
All Work Guaranteed. Correspondence Solicited.

FOR SALE.
Quarter Interest in the large Tug Samson,
One of the most powerful tugs on the lakes. She was built at St. Catherines by Shickluna, rebuilt in 1881 and measures 181 [new] tonnage. She is straight A2, with insurance valuation of $16,000, and can be insured for $19,000. Will sell quarter for $3,000; part cash, balance on easy terms. Address MARINE RECORD.

LAKE AND OCEAN TRAFFIC.

AN HISTORICAL SKETCH CONTAINING VALUABLE INFORMATION.

Special Correspondence of the Marine Record.

DETROIT, May 19.

The passage of vessels from the lakes to the ocean, which took its rise as early as 1844, and was more generally entered into in 1856 and subsequent years, did not at any time meet the expectations of those who made the venture. The causes might have been foreseen and were obvious for several reasons. In the first place vessel cargoes were limited in quantity, owing to the canals leading from the lakes to the ocean which would not admit the passage of vessels carrying beyond 20,000 bushels of grain and a like proportion of tonnage as regards other kinds of freight. To these difficulties may be added canal tolls and port charges, which were, to say the least, exhorbitant. Why then, it may be asked, did so many venture in the undertaking? To this it may be briefly stated that during that period freights between New York and Liverpool commanded a higher figure than ever previously known, while on the other hand the lake marine was visited by a decadence, the fourth that had ever taken place on fresh waters. This stagnation of business came on in 1858, and was foreshadowed by many for three years previous. A large number of vessels were lying idle in nearly all the lake ports, while the few that were employed worked with the margin on the wrong side of the ledger. The vessels that went to sea were no longer required here, and the anticipation of disposing of them in foreign countries or finding employment in coasting while there, stimulated many owners to hazard the venture. While a few were successful in the latter move others were disappointed, and it may be added that from first to last the lake and ocean trade never proved a success, and it is doubtful that with the present low rates of freights between New York and Liverpool the experiment will ever again be revived. In the following table we present a showing of the vessels thus employed from the beginning, cargoes, points of shipment and destination. As it will be seen, quite a number having lumber cargoes went no farther than the sea coast, yet the results were much the same on either hand. The first voyages were made from Lake Ontario to Liverpool, and not until 1856 were shipments made from the upper lakes:

1844—Brigantine Pacific, Captain George Todd, wheat and flour, Toronto to Liverpool.

1846—Schooner Lilly, Captain Hunter, staves, Kingston to Liverpool.

1847—United States revenue steamer Dallas, Oswego to New York.

1848—Schooner Lilly, Captain R. Gaskin, flour, Kingston to Liverpool.

1849—Brigantine Eureka, Captain William Munroe, passengers, Cleveland to California.

1850—Schooner Sophia, Captain R. Gaskin, flour and wheat, Kingston to Liverpool; propeller Ontario, Buffalo to California; schooner Scotia, staves, Kingston to Liverpool.

1853—Schooner Cherokee, Captain R. Gaskin, flour, Kingston to Liverpool.

1854—Bark Arabia, Captain John Calder, staves, Kingston to Liverpool; schooner Cataraqui, Captain R. Gaskin, staves, Kingston to Liverpool; schooner Eliza May, Captain Hunter, staves, Kingston to Liverpool.

1855—Bark Reindeer, Captain Farwell, staves, Kingston to Liverpool.

1856—Schooner D. Richmond, Captain D. C. Pierce, staves, Detroit to Liverpool.

1857—Schooner Madeira Pet came over from Liverpool and returned with staves; bark C. J. Kershaw, Captain Moore, staves, Detroit to Liverpool; ship City of Toronto, general cargo, Toronto to Liverpool; bark Reindeer, Captain Farwell, general cargo, Toronto to Liverpool.

1858—Schooner Indian Queen, staves, Toronto to Liverpool; bark Chieftain, Captain B. S. Wolvin, staves, Detroit to Liverpool; bark H. E. Howe, Captain Day, lumber and staves, Detroit to Liverpool; brig Black Hawk, Captain S. Alexander, staves, Detroit to Liverpool; schooner Col. Cook, Captain Humphrey, staves, Detroit to Liverpool; schooner D. B. Sexton, Captain T. A. Burke, staves, Detroit to London; schooner Correspondent, Captain Robert Jeffrey, wheat, Detroit to Liverpool; schooner C. Reeve, Captain S. M. Hall, staves, Detroit to Liverpool; schooner Harvest, Captain H. Rummage, staves, Detroit to London; bark E. T. Adams, Captain Nelson, lumber, Toronto to Liverpool; bark D. C. Pierce, Captain Thos. Kidd, staves, Detroit to Liverpool; bark C. J. Kershaw, Captain Moore, lumber and staves, Detroit to Liverpool; schooner R. H. Harmon, Captain Huntoon, staves, Detroit to Liverpool; schooner J. F. Warner, Captain A. R. Manning, staves, Detroit to Greenock; bark Pamelia J. Flood, Captain Anderson, lumber, Green Bay to the West Indies.

1859—Schooner G. D. Dousman, Captain J. M. Smith, staves, Detroit to London; schooner C. H. Walker, Captain Sol. Rummage, staves, Detroit to Liverpool; schooner Gold Hunter, Captain J. W. Pomeroy, and St. Helena, Captain S. M. Hall, staves, Detroit to Cork; bark Chieftain, Captain B. S. Wolvin, staves, Wallaceburg to Liverpool; schooner Hugh Barclay, Captain C. J. Chadwick, staves, Bear Creek to London; brig Black Hawk, Captain S. Alexander, wheat Chicago to Liverpool; schooner J. F. Warner, Captain A. R. Manning, staves, Detroit to Greenock; schooner M. S. Scott, Captain Nelson Blend, walnut, St. Joseph to Cowes; schooner R. H. Harmon, Captain Thomas A. Burke, staves, Detroit to Liverpool; brig J. G. Deshler, Captain Charles Gale, staves, Detroit to Liverpool; schooner Evelyn Bates, Captain J. Peterson, staves, New Baltimore to Liverpool; schooner Grand Turk, Captain J. H. Starkweather, ship plank, Detroit to Hamburg; bark Allies, Captain A. Farwell, staves, Detroit to Cork; schooner Vanguard, Captain A. Davis, staves, Cleveland to Liverpool; schooner Republican, Captain Coville, staves, Milan to Cadiz; bark D. C. Pierce, Captain Thos. Pennington, staves, Detroit to Liverpool; bark W. S. Pierson, Captain A. Root, staves, Black River to Greenock; bark Massillon, Captain Lloyd, staves, Cleveland to Liverpool; schooner Messenger, Captain J. M. Averill, lumber, Buffalo to Boston; schooner Adriatic, Captain J. B. Hall, staves, Ashtabula to Boston; brig Caroline, Captain D. N. Malott, staves Detroit to Liverpool; bark Magenta, Captain Hopkins, staves Green Bay to the West Indies; schooner Indus, Captain Humphrey, lumber, Milwaukee to Boston; schooner Union, Captain W. Zealand, Hamilton to Liverpool; schooner Muskingum, Captain Higgins, walnut, Toledo to Bostor; schooner Clifton, Captain Mercer, lumber, Sandusky to Richmond, Va.; schooner Energy, Captain R. Dill, oats, Oswego to New York; schooner Typhoon, Captain Talcott, coal, Detroit to Boston, Mass.; brig Sultan, Captain Webster, coal Buffalo, to New York; schooner Alida, Captain Sheldon, staves, New Baltimore to Boston, Mass.; schooner Ada, Captain Clifford, walnut, St. Joseph to Providence, R. I.; schooner K. L. Bruce, Captain Mixa, and schooner Kyle Spangler, Captain A. Nicholson, walnut, Toledo to Boston; schooner Metropolis, walnut, Toledo to New York; schooners W. B. Castle, Captain Nickerson, and Sarah Hibbert, Captain Huntoon, coal, Cleveland to New York; schooner Valeria, Captain Thomas Donahue, lumber, Cleveland to Boston, Mass.; tug Uncle Ben, Captain F. S. Miller, lumber, Buffalo to Boston; tug Decatur, via Mississippi, from Milwaukee to the seaboard; tug W. F. Cushing, Chicago to Portland, Me.; tug Perry, Lake Michigan to New Orleans; tug President, Milwaukee to the seaboard.

1860—Schooner Bay of Quinte, lumber, Toronto to Liverpool; schooner Geo. Laidlaw, Captain Campbell, oats and peas, Toronto to Liverpool; schooner West Wind, lumber, Toledo to Boston, Mass.; schooners Fashion, Captain James Draper, and Geo. W. Holt, Captain Chas. Hanscombe, walnut, Toledo to Boston, Mass.; schooner Neptune, Captain Robert Gaskin, staves, Toronto to Liverpool; schooner Illinois, Captain B. S. Wolvin, staves, Wallaceburg to Liverpool; brig J. G. Deshler, Captain Chas. Gale, staves, Detroit to Liverpool; schooner W. H. Merritt, Captain McDonald, timber, Wallaceburg to Liverpool; schooner Sophia Smith, Captain Butler, walnut, Toledo to Boston, Mass.; schooner White Cloud, Captain McTaggart, lumber, Green Bay; schooner Charmer, Captain Comstock, wheat, Buffalo to New York; bark Plymouth, walnut Hamilton to Liverpool; bark J. F. Park, Captain Duncanson, timber, Belle River to Liverpool; bark Pride of Canada, Captain Wales, staves, Toronto, to Liverpool; steamer Northerner and steambarges Peerless, New York, America, Canada, Arabia, Lake Ontario to New York City; bark Niagara, Captain Hamilton, staves, Hamilton to Liverpool; bark Norman and brig J. H. Harmon, corn, Chicago to Boston; schooner Valeria, Captain Nickerson, lumber, Cleveland to Boston; schooner J. F. Warner, Captain A. R. Manning, staves, Detroit to Greenock; brig Caroline, Captain D. N. Malott, staves, Detroit to Liverpool; schooner St. Albans, Captain Scott, walnut, Chicago to Liverpool; bark Chieftain, Captain McGlashan, flour and meal, Toronto to Liverpool; bark E. S Adams, Captain Nolan, and bark Alexander, Captain Muir, timber, Wallaceburg to Liverpool; schooners Twin Brothers, Captain W. A. Smith and Twin Sisters, Captain W. Jackson, walnut, Toledo to Boston; schooner Gem, Captain Mercer, corn, Chicago to Boston; schooner Forest City, Captain Lovell, lumber, Detroit to Boston; schooner R. N. Harmon, Captain T. A. Burke, staves, Detroit to Liverpool; tug Salvor, Captain T. M. Hall, Buffalo; propeller Lacrosse, Buffalo to Galveston, Texas; tug Gordon Grant, Milwaukee to the sea coast; tug Geo. O. Vail, Captain Earl, Buffalo to New York; schooner Chief, Captain John Norris, walnut, Detroit to Boston; sloop Chance, Captain James Dunn, Cleveland to New York; bark T. F. Park, second trip, Captain Duncanson, wheat, Milwaukee to Liverpool; steambarge Maple Leaf, Lake Ontario to New York City.

A continuation of the foregoing will appear in a future issue, with other information more or less important. J. W. H.

C. E. BENHAM,
317 Detroit Street,
KEEPS IN STOCK
A Full Line of Vessel Supplies,
Lubricating and Lamp Oils of the Best Quality,
AND A GENERAL LINE OF LAMPS, CROCKERY AND TABLE CUTLERY.
OPEN DAY AND NIGHT.
TELEPHONE NO. 1540.

STEADY STARBOARD
AND STOP AT
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ONE PRICE BOOT AND SHOE STORE
And Examine a Fine Line of Spring Goods at Very Low Prices.
297 Pearl-st., Cleveland, O.

F. & H. BORN,
PLUMBERS.
Manufacturers of Hotel Ranges & Laundry Stoves, and Dealers in
House Furnishing Goods,
128 SUPERIOR ST., CLEVELAND, O.

GRUMMOND'S
Mackinac Line,
For Mackinac, St. Ignace, Cheboygan, Alpena, Oscoda, Port Huron, Detroit and intermediate lake and river ports.
Steamer ATLANTIC, Capt. D. Nicholson,
Leaves Cleveland every Friday evening at 8 o'clock.
The Steamer FLORA, Captain J. R. Jones,
Same line, leaves Toledo for above ports every Tuesday morning at 8 o'clock. For further information apply on board boats or to
CLEVELAND FORWARDING CO., Agents,
Office and Dock, Foot of Superior-st., Cleveland.

TRAVELERS' REGISTER.

LAKE SHORE & MICHIGAN SOUTHERN.

Commencing Sunday, May 11, 1884, at 12 o'clock noon the time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper:

Eastward.	Arrive	Depart.
No 4. Fast Limited Express	*1 10 A M	*12 05 A M
No 8, N Y, B & A Express	*6 35 A M	*7 00 A M
No 26, Elyria Accommodation	†8 05 A M	
No 35, Buffalo Ac'm via Sandusky	†10 35 A M	†10 50 A M
No 35, Toledo Accom via Norwalk	†10 35 A M	†10 50 A M
No 12, N Y & B Fast Express	*1 55 P M	*2 25 P M
No 14, Special N Y & Bos Expres		5 00 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 42 P M	
No 26, Conneaut Accommodation	†4 25 P M	

Westward.	Arrive.	Depart.
No 1, Fast Limited Express	*11 56 A M	*12 05 A M
No 23, Mich Express via Sandusky	*2 15 A M	*2 35 A M
No 3, Chicago Express via	‡6 05 A M	6 30 A M
No 25, Mich Accom Norwalk		†6 10 A M
No 21, Toledo Ex via Norwalk	†12 55 P M	†3 20 P M
No 5, St Louis Ex via Sandusky	†12 15 P M	12 40 P M
No 9, Chi Pac Fx via Norwalk	*6 05 P M	*6 30 P M
No 31, Elyria ac to Elyria only		†4 30 P M
No 27. Conneaut Accommodation	†8 10 A M	

Sunday train for Nottingham—Depart 8:30 a. m. and 1:45 p. m.; returning, leave Nottingham at 9:05 a. m. and 3:45 p. m.

Reference marks—* Daily, † daily, except Sunday, ‡ daily, except Monday.

For full information as to trains and connections apply at the new city ticket office, corner Seneca and St Clair streets, Lake Shore block.

BEE LINE

CLEVELAND, COLUMBUS, CINCINNATI & INDIANAPOLIS.

Commencing Sunday, May 11, 1884 trains of the Bee Line—Cleveland, Columbus, Cincinnati & Indianapolis Railway—will leave and arrive at Cleveland as follows. CENTRAL STANDARD TIME, 33 minutes slower than Cleveland time:

	Depart
No. 3, Cincinnati & Columbus Express	*7:30 A M
No. 23, Galion & Wheeling Express	6:40 A M
No. 9, Col., Cin., Ind & St. Louis Ex	*6:40 P M
No. 5, Col Cin., Ind. & St. Louis Express	*2 35 P M
No. 27, Galion & C.L & W. Acc	4:30 P M
	Arrive.
No. 8, Col. & Cin. & Ind. Express	*6:40 A M
No. 20, Galion & C. L. & W. Acc	9:30 A M
No 12, St. Louis & Indianapolis Express	*2:00 P M
No. 2, Col. Cin. & Indianapolis Express	9:50 P M
No. 14, Columbus & Cincinnati Express	4:45 P M
No. 22, Wheeling Express	6:45 P M
No. 4, Col., Cin & N. Y. Fast Line	1:15 A M

Trains marked * daily, all other trains daily except Sunday

E. B. THOMAS, General Manager. O. B. SKINNER, Traffic Manager.
A. J. SMITH, General Passenger Agent.
CLEVELAND, OHIO.

New York, Pennsylvania & Ohio R. R.

NEW YORK, BOSTON AND THE EAST.

The Shortest and Quickest Route to Pittsburg, Washington and Baltimore and the Southeast.

Central or Ninetieth Meridien time. 33 minutes slower than Cleveland city time.

Until further notice trains will leave from the new Central Depot, South Water street and Viaduct as follows:

6.50 a. m. ATLANTIC EXPRESS—(Daily) Pullman sleeping and hotel coaches from Leavittsburgh 8:35 a. m. to New York, Albany and Boston without change. Arrive at Meadville at 10:40 a. m. (dinner) Franklin at 12:08 p. m, Oil City 12:30 p m, Corry 12.35 p. m, Jamestown (Lake Chautauqua) 1.35 p. m, Buffalo 5:50 p. m. Rochester 8:20 p. m.; Hornellsville 6:00 p m. [supper]; Corning 7:25 p. m. Elmira 8:05 p m. Binghanton 10:05 p. m., Albany 5:00 a. m. Boston 1:45 p. m.; arriving at New York 6:15 a.m.

2:20 p. m. LIMITED EXPRESS—Through Pullman sleeping coach from Cleveland to New York. Arrives at Meadville at 6:30 p. m, Jamestown 8:47 p. m., Salamanca 9:45 p. m., New York 10:10 a. m.

11:00 p. m. NIGHT EXPRESS—(Daily except Sunday) Seeping coach from Cleveland Hornellsville. Arrive at Youngstown at 1:50 a. m., Meadville 3:25 a. m., Corry 4:59 a. m. Jamestown 5,57 a. m, Buffalo 9:20 a. m., Rochester 12:58 p. m., Hornellsville, 11:00 a m, Corning 12:07 p m, Elmira 12:40 p. m, Binghampton 2:19 p m., New York 9:10 p m. Arrive at Pittsburgh 5:50 a m., without change.

2:20 p. m. PITTSBURGH EXPRESS — Daily — Through without change, Parlor car attached. Arrives at Youngstown 5:00 p m., Pittsburg 8:02 p. m., Washington 7:09 a. m, Baltimore 8:19 a. m.

4:11 p. m. MAHONING ACOMMODATION — Stopping at all way stations, arriving at Youngstown 6:55 p. m., Sharon 8:01 p. m., Sharpesville 8:10 p. m.

6:50 a. m. PITTSBURGH EXPRESS — Daily — Through without change. Arrives at Youngstown 9.30 a. m., Sharon 10:30 a. m., Sharpsville 10:40 a. m., Pittsburgh 12 45 p m., Returning, leaves Pittsburgh at 4:15 a. m., 7:45 a. m., 12:55 p. m., and 3:45 p m.

10 35 a m. YOUNGSTOWN AND PITTSBURGH ACOMMODATION—Stopping at all Way stations, arriving at Youngstown 1:40 p. m., Pittsburgh, 5.45 p. m.

Trains arrive at Cleveland, 6:15 a. m., 6:30 p. m., 10.20 a. m; 1:05 p. m., and 9:45 p. m,

This is the only route by which passengers can reach Corry Elmira, Binghampton, New York City and intermediate points without change. No change to Boston and New England Cities.

Baggage checked through to all points East

Through tickets and information regarding the route can be obtained at the office 131 Bank street, and at new Depot of N. Y., P & O R R., South Water street and Viaduct, Cleveland, O.

A. E. CLARK, Gen'l Pass'r Ag't Cleveland, O.
J. M FERRIS, Gen'l Maa'gr, Cleveland, O.
M. L. FOUTS, Passenger Agt, 131 Bank St. Cleveland.

The Nickel Plate!

NEW YORK, CHICAGO & ST. LOUIS RAILWAY.

The passenger equipment of this New Trunk Line is all new and is supplied with the latest appliances necessary to safe speedy and comfortable travel.

At Chicago, passenger trains arrive at and leave from the Union Depot, Van Buren street.

Following is the time in effect Nov. 18, 1886, and until further notice:

GOING EAST.

Lv. Chicago	7.45	a. m.		
Arr. Valparaiso	9.37	"		
" Fort Wayne.	1.00	p. m.		
" New Haven	1.35	"		
" West Leipsic.	3.45	"		
" Arcadia	4.44	"		
" Fostoria	4.57	"		
" Green Springs	5.44	"		
" Bellevue	6.10	"		
Lv. Bellevue	6.20	"	7.55	a. m.
Ar. Lorain	7.50	"	9.16	" Accom.
Arr Cleveland	9.02	"	10.22	"
Lv. Cleveland			10.27	" 3.52 p. m
Arr Painesville			11.33	" 5.05
" Ashtabula			12 25	p. m. 6.03
" Conneaut			1.25	" 6.30 "
" Erie			2.09	"
" Dunkirk			3.47	"
" Buffalo			5.20	"

GOING WEST.

Lv Buffalo	9.50	a. m.		
Arr Dunkirk	11.24	"		
" Erie	1.23	p. m.		Leave
" Conneaut	2.20	"		6.15a. m.
" Ashtabula	2.51	"		6.46 "
" Painesville	3.44	"		7 48 "
" Cleveland	4.52	"		8.55 "
Lv Cleveland	4.57	"	6.47	a. m.
Ar. Lorain	6 12	"	7.35	"
Arr Bellevue	7.35	"	9.17	"
Lv Bellevue			9.20	"
" Green Springs			9.44	"
" Fostoria			10.22	"
" Arcadia			10 34	"
" West Leipsic			11.30	"
" New Haven			1 35	p. m.
" Fort Wayne			1.50	"
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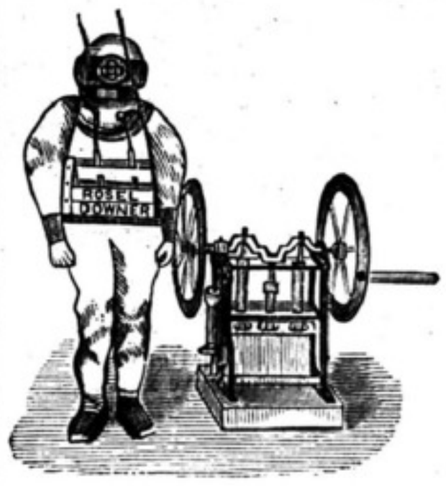

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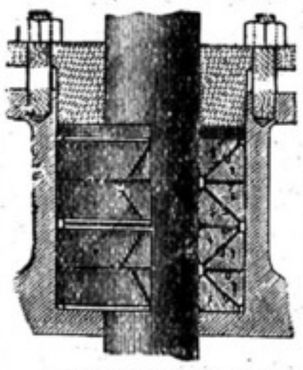

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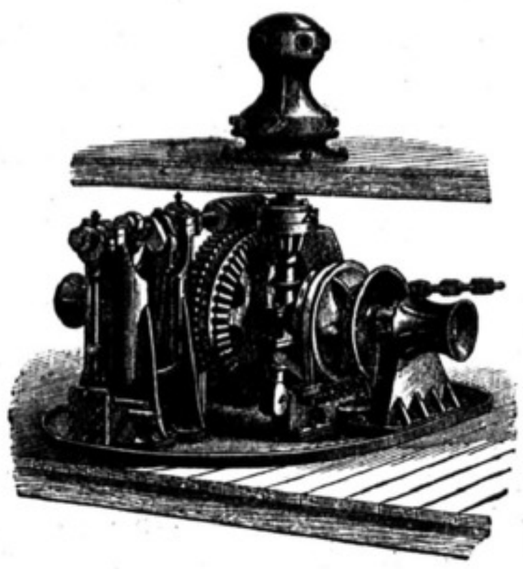
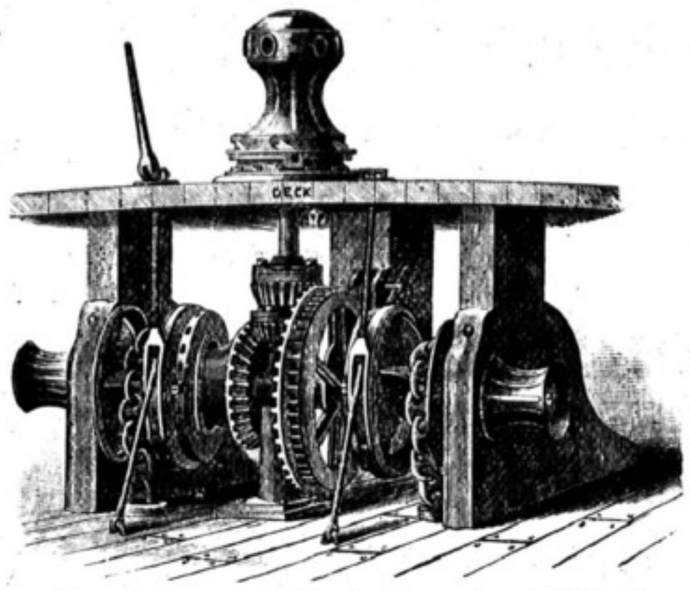
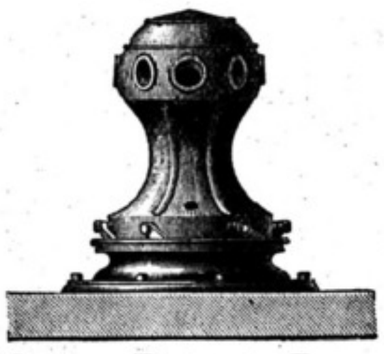


The Providence Patent Steam Capstan Windlass, New Style.



The Providence Patent Capstan Windlass.

The Providence Patent Steam Capstan.



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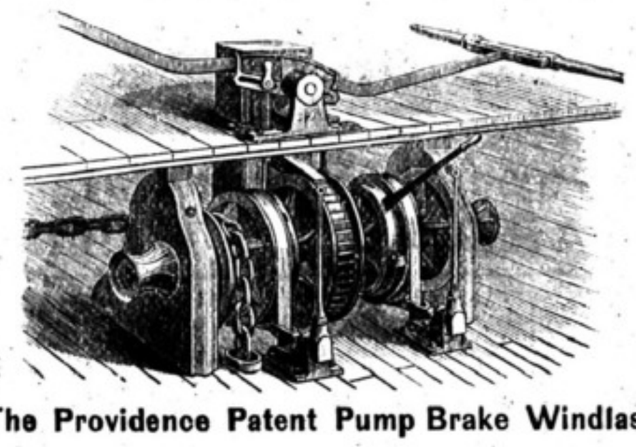

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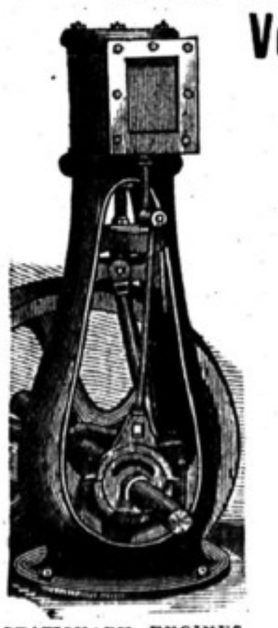

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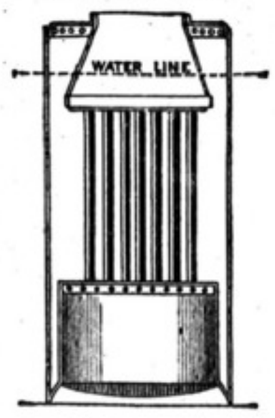

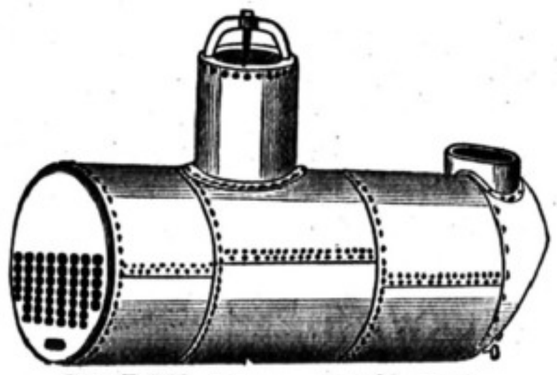

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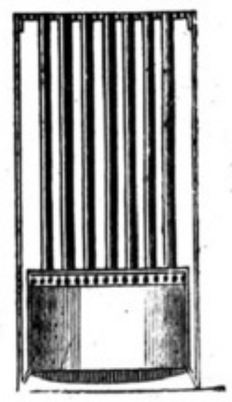

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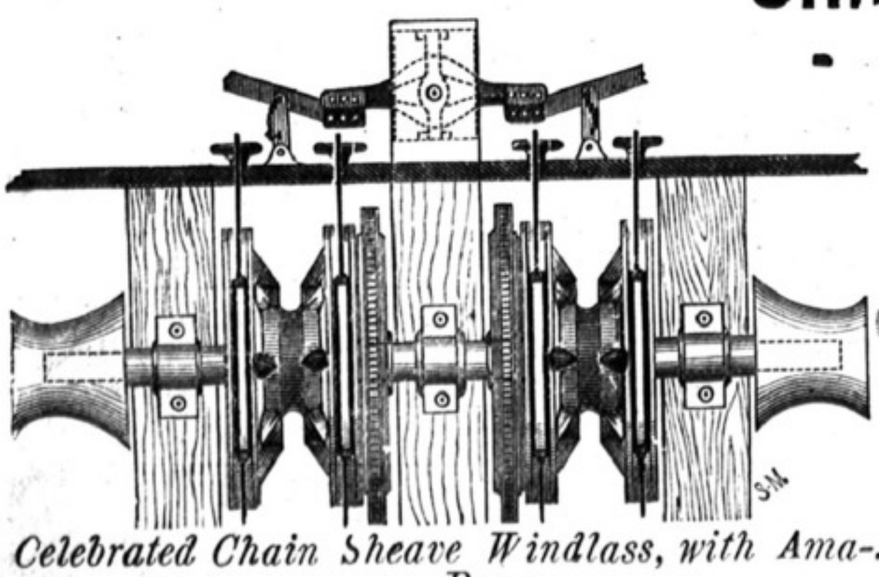

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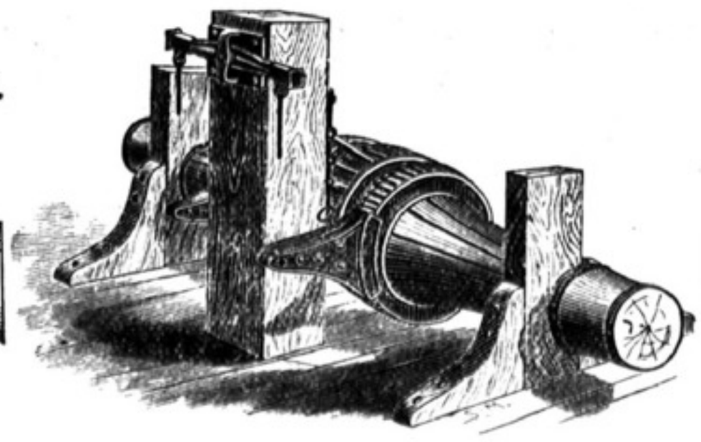
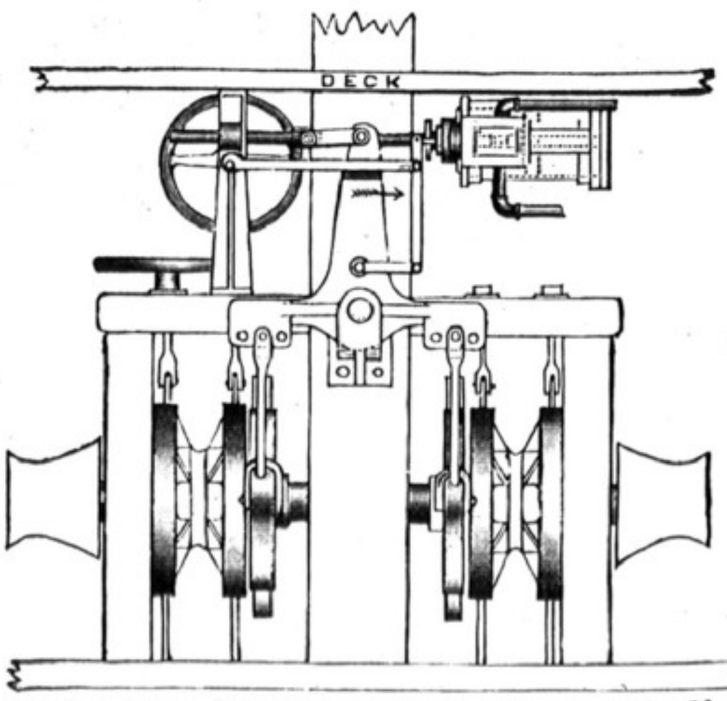


The Common Patent Windlass.



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